## CONDIT ON OF THE NAVY.

ECRETARY WELLNEY'S ANNUAL REPORT. WHAT THE SERVICE WAS IN 1885 AND WHAT IT Total \$27,414,000 \$6,629,000 IS NOW-LITTLE PROGRESS WITH ARMORED

VESSELS-IMPROVEMENTS IN ARMA-MENTS NOTED.

Washington, Nov. 30.-The annual report of the Secretary of the Navy was issued to-day. As a final statement of his work in the Navy Department, Secretary Whitney announces at the start that he will give the report something of the character of a comparison between the condition of the service as it ras in March, 1885, and as it will be in March, 1880.

He then continues:

In March, 1885, the United States had no vessel of war which could have kept the seas for one week as against any first-rate naval power, and was dependent upon English manufacturers for the forgings of guns, for armor, and for secondary batteries (this last liem including machine and rapid-fire guns). It became necessary, therefore, to consider what the policy of the Government should be with reference to the creation of its implements of war; and it was determined that the United States ought to be independent of all other countries in that regard.

The adoption of a definite policy, as above indicated, involved a delay in the construction of all classes of armored ships of at least three years, but was determined upon without hesitation as the only course consistent with a proper regard for our National dignity and pride. The efforts of the Department were, therefore, in the flist instance, devoted to the problem of domesticating in this country the fudurities for the making of armore and of the forgings for high-powered guns.

custries for the making of armor and of the forgings for high-powered guis.

As a first step in this direction all purchases of armor and guin steel abroad were discontinued. Contracts were pending in March, 1885, for armor and guin steel purchased in England, amounting to \$227,305 29. The final payments upon these contracts made subsequent to that date amounted to about \$100,000; no further purchases of either armor or guin steel have been made abroad since March, 1885.

or gun steel have been made abroad since March, 1885.

As a second step, the wants of the Department for armor and gun steel were allowed to accumulate until contracts of some magnitude could be offered to the competition of domestic manufacturers, one condition of the bidding to be the exection of a plant in this country adequate to the manufacture of both armor and gun steel up to the highest standard of European requirements.

This was deemed an experiment by the Department at the time, and was accompanied with great individual effort toward emissing the steel manufacturers in the undertaking, but resulted successfully, and upon the 1st day of June, 1887, contracts were entered into with the Bethlehem Iron Company, of Bethlehem, Penn., one of the largest and most enterprising of American steel manufactories, under which the United States was guarantied that within two-and-one-half years from the date of the contract this country would have within its borders a plant equal to, and probably superior to, any in the world for the production of armor and the forgings for high-power guns. This, in the judgment of the Department, must be deemed to have been the first important step towards the creation of a navy modern in character.

LITTLE DONE YET ON ARMORED SHIPS.

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From the above table it will be observed that, so far as armored ships are concerned, the subject by yet to be treated in a broad way by the Department and by Congress. At the present time the conditions are such that everything necessary to a first-class fighting ship can be produced and farnished to the Department in this conntry as soon as in the course of construction any element or feature is required; but this has never heretofore until the present time been true, and therefore the consideration of the subject has been necessarily postponed by the Department until the present time.

In the above table the double-turreted monitors will not be ships of a high class. Their completion was recommended by the department solely as a choice of evils, the question which was presented being whether several million dollars which had been spent upon them should be thrown away or the balance necessary to complete them be appropriated.

From the foregoing statement it will be observed that the efforts of the Department in ship construction have necessarily, since March, 1885, been devoted to unarmored vessels; and as to these, the Department is able to report that when the ships in course of construction and those authorized shall have been completed, the United States will reak second among the nations in the possession of unarmored cruisers, or commerce destroyers. having the highest characteristics, viz., of a size 3,000 tons and upward and possessing speed of 19 knots and upward.

The importance which has been placed upon this branch of naval armament will be appreciated from the statement that England and France possess 65 vessels of the class known as unarmored cruisers. The attention of the world was attracted to the destructive effect which was promoted upon the commerce of the United States had risen very large of the registered vessels of the United States had risen very large of the conserved. The insurance war risk upon American vessels during the War rose in exceptional cases to as high as 25 per cent. words, to the point which we had reached in 1849, from which decline we have never recovered. The insurance war risk upon American vessels during the War rose in exceptional cases to as high as 25 per cent. We cannot at present protect our coast, but we can return blow for blow, for we shall soon be in condition to launch a fleet of large and fast cruisers against the commerce of an enemy, able to inflict the most serious and lasting injury thereon.

The one characteristic which an unarmored cruiser must possess is great speed. She must be able to

must possess is great speed. She must be able to escape from fron-clads and of Tun, so as to overhall merchantmen. If slower than fron-clads she could not keep the sea, and if slower than merchantmen she might as well stay in port.

PLANS FOR MACHINERY An examination of the condition of the Department

In 1885 regarding the production of power by machinery showed clearly that the matter required most careful investigation and thorough consideration before entering upon new work. There were pending in March, 1885, contracts for the construction of the machinery of the double-tur-sted mentiors Puritan, Terror and Amphitrite. The contracts were emersed into in 1883. Specifications were furnished by the Eureau of Steam Engineering. From an examination of the characteristics of the machinery was at least a quarter of a century behind the age. Tested by the amount of power produced by it, and making allowance for nature of trial, etc., the best that could be expected would be an average of 2.1-2 indicated horse power per ton of machinery. At that rate, in order to obtain a 19-knot ship, the machinery would require the entire tonnage displacement of the ship.

An examination of the state of the art in 1885 led to the conclusion that the machinery of naval vessels In 1885 regarding the production of power by machinery

An examination of the state of the art in 1885 led to the conclusion that the machinery of naval vessels ought to be so designed as to produce 16 horse-power for each ton of machinery; and it was determined to make that the standard, and to enfer into no contracts that were not based substantially thereon.

Plans of machinery were purchased abroad, which upon trial had approximated that result. Bidders were authorized to bid upon the plans thus submitted to competition, or were permitted to submit their own plans, but were obliged to guarantee the results determined upon by the Department under sovere penalties for failure and with compensating premiums in case of attaining better results.

It results that all the contracts for the construction of ships which have been entered into since March, 1885, call for the production of power, by machinery equal to the highest standards. The efforts of the Department in this matter have been cordially seconded by the bureau chiefs; and it is believed that, at the present time, the Department has reached the point where entire reliance can be placed upon it, for the production of war vessels equal in character to those of any other country.

NAVAL PROGRESS DURING THE YEAR. NAVAL PROGRESS DURING THE YEAR.

The necessity for increased numbers of fast proected cruisers, whether for purposes of protecting or destroying commerce, or for service with a fleet as scouts, has been emphasized during the naval ma-noeuvres of the year, and is fully recognized by all

scouts, has been emphasized during the naval manocurres of the year, and is fully recognized by all naval powers.

The fastest, largest and most powerful protected cruisers yet laid down are the Blake and Blenheim (English), of 9,000 tons displacement, 20,000 indicated horse-power, trial speed twenty-two knots, and continuous sea-speed twenty knots, with a coal supply sufficient to steam 3,000 mfles at that speed. The armaments of those vessels will consist of two 9,2-inoh B. L. and ten 6-inch R. F. G. The vessels have heavy protective deciks, ranging from four to six inches in maximum thickness.

The fastest protected cruiser built during the year is the Piemonte. This vessel has a displacement somewhat over 2,500 tons, carries six 6-inch B. L. and six 36-pounder R. F. G., has a protective deck of three and one-half inches maximum thickness, and is expected to develop nearly 12,000 indicated horse-power and twenty-one and one-half knots speed. The Piemonte has been bought from sir William Armstrong & Co., by the Italian Government.

But with the increase of the number of cruisers it has been recognized, in view of the recent introduction of high explosive projectiles and the increase of power and rapidity of fire of rapid-fire and other gans, that renewed attention must be given to the armored fleet, and the prevailing opinion in England, France, Italy, Germany and Russia is strongly in favor of additional armored ships to be built at an early date. In these new vessels the armor will be much more widely distributed, and will certainly protect the battery and crow as well as the water-line and macElnery. The destructiveness of high explosive shell fire against unprotected ides emphasizes the peculiar advantages of the monitor type for coast-defence service.

At no time have the increase and development of

At no time have the increase and development of England, France, Italy and Spain:
Number of protected or partially protected cruisers
hult or building.

Speed.	England.	France.	Italy.	Spain.
20 knots 19 knots 18 knots 17 knots 16 knots.	5 plus 28 0 plus 268	11 0 5 0	1 10 0 0 plus 15 0 plus 15	3 0 0 0 0 plus 3
and less, Total	18 plus 28:	10	, 11 plus 24	3 plus 30
G'd total	46	19	13	6
-	ARMORED	VESSELA	S BUILDING	j.
19 knots 18 knots 17 knots	1	0	8 8	6 0
and less	2	0	3	1
Total	5	4	6	7

THE B. AND O. DISTURBED. EXPENDITURE FOR NEW CONSTRUCTION.

Vessels& mach'ry \$18.346,000 \$8,997.000 \$6,359,000 [41,365,000 Armam't 9,068,000 \$270,000 RUMORS OF LACK OF HARMONY AMONG THE DIRECTORS. | To be expended for new construction through nine years.

While speed is still considered as the most important cheracteristic of the modern cruiser, it is now generally recognized that too much has heretofore been sacrificed to reducing weights of machinery beyond the limit necessary to secure desirable results. This has been particularly illustrated by the numerous accidents to machinery and boilers in many of the most recent English vessels taking part in the naval manocurres last summer. An increase of weight and machinery found necessary properly to maintain the destred speed entails either a reduction of ordinance, coal and other weights or an increase of displacement in each type; and this intter is the direction in which designs of cruisers (not especially built for police duties in time of peace) are now advancing.

With the question of increasing the fleet, that of mobilization and preparation for war receives equal consideration, and all navies are devoting the greatest attention and study not only to the development of their resources for the supply of war material and the fortification of naval bases, but also to the improvement and proper training of their reserves of men. The naval manoeuvres of England and France were this year chiefly devoted to testing their capacity for rapid mobilization. The operations of the next naval war will certainly follow immediately upon its declaration, and the nation unprepared will find itself at the mercy of perhaps an inferior foe. ROAD IN POLITICS.

As regards guns, the principal developments of the year have been in improved powder and projectiles, in the adoption of rapid-fire guns of about 30 to 45pounder calibre, to replace the 5-inch B. L. rifle, and the experiments with high-explosive projectiles

GENERAL IMPROVEMENTS.

the adoption of rapid-fire guns of about 30 to 45pounder calibre, to replace the 5-inch B. L. rifle, and
in the experiments with high-explosive projectiles
fired from high-power powder guns.

The greatest improvement in the manufacture of
gunpowder has been made in France and Germany,
no ably in the former, whereby initial velocities have
been increased to 2,400 and even 2,600 foot-seconds
with reduced powder charge, while the pressures are
kept well within the limits required by safety. Such
an increase of velocity increases the energy of the
projectile of the 6-inch gun about 75 per cent and
increases its penetration from 12 to about 15 1-2
inches in iron.

The Armstrong 4.72-inch rapid-fire gun (generally
known as the 36-pounder) now fires a projectile of
45-pounds with a muzzi velocity of 2,073 footseconds and a penetration of over 9 inches in iron.
This gun has fired ten well-aimed shots in 1 minute
40 seconds. Its weight is now 42 bundredweight.
It has been introduced into the English service and
forms the principal armament of six eruisers, of
1,600 to 1,900 tons displacement, now building. It
has also been introduced into the Italian navy on
board the now cruiser Piermonte.

An Armstrong 6-inch rapid-fire gun has been comp'eted and is now undergoing trial. It is expected
to fire a projectile weighing about 110 pounds, with
a powder charge of 40 pounds and chamber pressure
of 1,600 to 1,900 tons displacement, now building. It
has also been introduced into one of six eruisers

The Hotchkiss 33-pounder has also been recently
tried, with satisfactory results, giving a velocity of
2,034 foot-seconds and a penetration of over 8 inches.

The rapidity of aimed fire was 10 rounds per minute.

A 6-pounder Driggs-Schroeder gun has been built
during the year by the Driggs Ordnance Company,
and is now at the Naval Ordnance Proving Ground
for trial.

The steel cast guns received from the Pittsburg Steel
Casting Company and the Standard Steel Casting
Company of Thurlow, have been machined and finished at the W TORPEDO BOATS.

The recent naval manocures abroad have shown that torpedo boats must still be regarded as most useful for coast and harbor defence. At the present time Rogland is building two classes of torpedo boats, the Rogland is building two classes of torpedo boats, the first of 130 feet length, 85 tons displacement, and 221-2 knots speed, armed with three tubes, giving practically all-around five and rapid-fire guns; the second, intended for ship's use, of about 11 tons displacement, 71-2 knots speed, and armed with one of training torpedo boat. France is close, 100 to 115 tons displacement, 20-14 feet long, 100 to 115 tons displacement, 20-14 feet long, 100 to 115 tons displacement, armed with two tubes and two revolving cannon, also, forty-one boats, 115 feet long, 50 tons displacement, armed with two tubes and two revolving cannon. Somed these boats carry the spar torpedo boat power is used for discharging the torpedo boat power is used to be a discounted to be disco The recent naval manocuvres abroad have shown that torpedo boats must still be regarded as most use-

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1,009,422 61 In the hands of disbursing officers, June 30, 212,942 37 Actual balance unexpended, July 1, 1888....

116.353 73 22.489 50 In hands of disbursing officers, Oct. 31, '88 Balance available November 1, 1888 (which will be further reduced by outstanding

NO YALE-CAMBRIDGE RACE NEXT APRIL.

THE RUMOR BASED UPON A YALE MAN'S UN-AUTHORIZED LETTER TO CAMBRIDGE.

New-Haven, Conn., Nov. 30 (Special).-In referring to the report that Yule and Cambridge have arranged a race for April 15, to be rowed in England, Captain Woodruff, of the Yale University Crew, says: "I have investigated the report and find that a gentleman connected with the university has written a leter to the officials of the English crew, asking whether or not a race can be arranged. He did this on his own authority solely. In no way is he connected with boating affairs at Yale. The letter was written to satisfy his own curiosity regarding the matter, and no mention was made of April 15 as a date for rowing the race.

We shall soon enter into ne vitation regarding the arrangement of a race with Can -ridge, if possible. Under no consideration can such a race take place in England before August 1, or in this country before the Yale-Harvard race. We shall hardly have begun Yale-Harvard race. We shall hardly have begun training on the water by April 15, and the faculty would never allow us leave of absence to visit England during the college term; even if we were in condition. The undergraduaces favor the plan of the race, and Bob Cook will join any movement to see a race arranged. The Bob Cook stroke, as rowed by Yale, is a modification of the English stroke, which he learned in England about ten years ago.<sup>3</sup>

There was a good deal of gossip here yesterday among college men over the published statement that Yale and the University of Cambridge had fixed a date ate, who has pulled in a Yale 'Varsity crew, does not favor sending a crew to England for the reason that through rate. The old lines cannot meet the 'cu he fears college men, like American professional George Carter at Cambridge. Mr. Carter was elected captain of the Yale crew after the last Harvard-Yale

race at New-London.
George Adee, of the Yale Advisory Committee, was seen at his office, 'No. 45 Pine-st., yesterday by a Tribune reporter. "I have no idea how such a report was started," he said. "No challenge has been sent and no race will be rowed."

RISHOP TAYLOR STARTS FOR AFRICA. Bishop William Taylor preached his farewell sermon before starting for Africa, where he superintends a num-At no time have the increase and development of views about 1 per of self-supporting missions, at the Jane Street Methodist Episcopal Church last night. He has been conducting to building, together with the number of armored isself building and a statement of the annual expenditure for new construction for the navies of years. On this trip he made a tour of the country, and years. preached in a large number of places, going as far West as San Francisco. He will sail to-day at 3 p. m. on the Gallia, of the Cunard Line, and accompanying him will be the Rev. Mr. Wright. Two weeks later a party of missionaries, who are to join Bishop Taylor's forces in Africa,

## PICTURES SOLD AT AUCTION.

A collection of modern paintings belonging to the exof Francis Bassett was sold last evening at the Fifth Avenue Auction Rooms, No. 240 Fifth-ave. The attendance was large and the bidding active. Seventyattendance were sold for \$3,186.50, the highest price being paid for a "French Chateau," by Saunier, of Paris,

Newburg, Nov. 30 (Special).—A special meeting of the Tuxedo Park Association will be held at the park to-morrow afternoon for the purpose of increasing the capital stock from \$1,200,000 to \$1,400,000.

THE GARRETT STOCK TRANSFERRED BY THE DREXEL-MORGAN SYNDICATE-THE

Baltimore, Nov. 30 (Special).-Reports are in cir culation that there is a lack of harmony among the directors of the Baltimore and Ohio Railroad Company. There is likely to be a clash between the directors representing the State and Baltimore City the stockholders' directors. The statement has bee published and is believed by many persons that the change in the directory was engineered to shut up all further exposure of the real condition of the company. Such a course was thought to be in keeping with the secret policy of the company under the old now that the old controlling interests have once more secured a majority of directors. This change is the result of a year's contest. When the directors of 1887 went into office, after the transfer to the Drexe Morgan syndicate, the city and State interests, urged on by public demand, undertook first of all to get at a correct understanding of the company's affairs. This was resisted; at least, the appointment of the committee of investigation was bitterly opposed. It is said that the Mayor was induced to change two of the city directors with the view of preventing the passage of this order, but Judge Dobbin, Mr. Keyser and Mr. McLane, private stockholders' directors, would not permit the scheme to work, and their votes offset the city intrigue. The pricking of the immense bub-ble of the \$43,000,000 surplus was resisted with the same hardihood that had kept the surplus figures standing in cold types for so many years for regular repetition in delusive annual reports. But the resistance was overcome by the same means that opposition to investigation was silenced, and at last the fiction melted away. The investigation was the cause of the struggle, and it is at the bottom of the present situa-tion. The new directory, in which family and indi-vidual interests appear dominant, has cut the investi-gation committee in two and practically called a halt on the part of those who represent the city and State interests. It is claimed that no purpose is entertained of going down to the dregs, or dragging out individual records, or smirching reputations; but the trule condition of the company must be ascertained preliminary to taking the necessary steps for its relief, and this will be done n spite of all obstruction. A large part of the work of investigation has been accomplished. Some of the results have been given in the figures of Presidnt Spencer's report, but something more remains to be done, which it will not do to try to stop now. There are rumors of extravagance, which may have good foundation or not. The investigation contemplated not merely the ascertainment of valuable assets and resources of the corporation, but of its unprofitable and valueless assets, as well. The committee was required also to report not only the facts as it finds them, but to make such recommendations as it may deem best for the better organization of the company. It was considered that this committee, backed by the prompt business support of the directory, would save the corporation of the darreit stock, and whose holdings elected the new board, has fudigmantly denied that the work of the committee was to be cut off-but such reports continue to be circulated. It has been findinated that the new deal has been made to shut out Senator Gorman and keep the road out of politics, but when the truth is told, the Baltimore and on the part of those who represent the city and State politics, but when the truth is told, the Baltimore and Ohio Company has always been a controlling interest in the politics of this city and State, particularly under

Hambleton & Co. to-morrow will say:

the Garrett management. The circular of John B.

and Ohio Company now owe the Drexel Morgan syncate less than \$2,000,000, for which loan the syndicablolds as cointeral \$3,000,000 Western Union Telegra, stock. The balance of the floating debt is in the nature of obligations held by other parties. It also stated that, barring the \$3,000,000 Western Unio stock held by the syndicate, the securities of the company are intact.

OBJECTIONS TO THE CLEARING HOUSE.

RAILROAD MEN HERE NOT RAPIDLY CONVERT ED TO THE BIG SCHEME.

The advocates of the scheme of a clearing-house for the railroads west of the Mississippi River gained no new converts yesterday. The objections to it have increased from day to day, and there is little doubt that the plan will fall in an ambitious attempt to expand it beyond the Southwestern territory Sauce for the goose may be sauce for the gander but a pooling arrangement for the Southwestern rallroads may not be entirely acceptable to the Granger lines. It is not impossible that the selection of the commissioner of the Southwestern Traffic As sociation as the chairman of the autocratic Central Committee may have something to do with the refusal of the Granger companies to assent to th They entertain perhaps a natural suspicion that the scheme might result only in exposin; most largely interested in the Southwestern railroads. Outside of personal considerations, however, the Granger companies are unable to perceive the widely advertised advantages of the plan. They insist that it is no better than their former agreements, which have proved to be wholly inadequate as a solution of the problem, and for that reason they are unwilling to enter upon new complications. They are eage to effect an advance in rates before the meetings of the Granger legislatures, but uncertain whether this proposal would accomplish the result. The ratiroad n the Northwest are especially anxious to secure Important changes in the Interstate Commerce Law and they are of the opinion that the proposed clear ing-house would interfere with their project. the railroads in the country appear to be agreed in a desire to change the law so that pooling and differ

ential rates may be allowed by the law. The president of a Western railroad which is not for a race, and the denial of Captain Woodruff that his crew intended to go to England. The subject was brought up several days ago, and Yale men said line has been built between two large distributing that there was no truth in the story. One old gradu- points-let us say Chicago and St. Paul. It has no local traffic, and to win business it cuts the without reducing the rates on all their local traffic athletes, would find it impossible to get fair play. The lif they observe the Interstate law, and they conclude, story is said to have originated from the presence of therefore, to let the new route do the through bustness. If you will look at a railroad map of the Northwest you will see at once the inevitable result St. Paul merchants take advantage of the low rates by the new line and are able to sell goods at relatively lower prices than Chicago dealers. Under the pressure soon brought upon them, the old lines meet the 'cut,' when the new line makes a freshone. In this way, a new line between Chicago and St. Paul, which may not have a ton of local freight, controls the rates throughout a wide territory. The Interstate Commissioners should have the power to make the new line raise its rates, and, if this would result in bankrupting it, to determine what allowance the old roads should make. The Interstate law must be modified in these respects, or there can be no peace among the railroads under a clearing house or any other scheme." by the new line and are able to sell goods at rela

REMOVING OBSTACLES TO A JOINT LEASE. Recent conferences between Presidents Adams, of he Union Pacific, and Oakes, of the Northern Pacific railroad companies, justify the hope in Wall Street that the Northern Pacific will join in the lease of the Oregon Railway and Navigation Company's property. The most that was accomplished was an agreement to leave questions about branch lines and division of territory to arbitration, if the companies themselves could not agree. As this has been the principal obstacle to the joint lease, the progress made at the conference is regarded as substantial.

CHANGES IN ERIE RAILROAD TRAINS. At noon on Sunday, December 2, there will be a change of time in the running of some of the trains on the New-York, Lake Erie and Western Railroad, the principal, No. 1, now leaving New-York at a. m., will continue at that hour, except, beginning with Sunday, December 9, it will leave Chambers-st. on Sundays at 8:30 a. m. and Twenty-third-st.

at 8:25 a. m. Train No. 1 will not run beyond Salamanca, and will make connections at Buffalo or St pension Bridge for points West. The train leaving New-York at 10:30 will run through to Hornellsville and carry through parlor-car. There will also be changes in the times of the local trains, details of which may be had at the ticket offices on Saturday. Various changes will also occur in the Northern Rail-road of New-Jersey. Time-tables will be ready for delivery this morning.

ENDEAVORING TO RESTORE RATES. THE DIFFERENTIAL SYSTEM STILL THE CAUSE OF DISPUTE IN THE CENTRAL TRAFFIC

ASSOCIATION. Chicago, Nov. 30.-A meeting of the managers of the lines in the Central Traffic Association was held to-day to consider the question of restoring all cast-bound freight rates. There was no difficulty in reaching an agreement to advance the rates on grain and provisions to the old tariff of 26 and 30 cents, respectively; but when it came to restoring dressed beef and live stock rates the trouble began. The Pennsylvania management, whose opposition to the differential system was one of the causes leading to the dressed beef dispute, does not seem to have changed its position on that question, and as the lines which were formerly allowed a differential rate or. dressed beef feel that they are entitled now to the same privilege, the controversy was renewed. The meeting finally adjourned until to-morrow without reaching a conclusion, but the sentiment seemed to be that all difficulties would be overcome and that all rates will be advanced about December 12.

The dispatches received from Chicago yesterday in Wall Street, regarding the meeting of officers of the roads in the Central Traffic Association, were of the favorable nature expected after the authoritative announcements in The Tribune of the personal understanding reached at the conference with President Depew, of the New-York Central, by President Roberts, of the Pennsylvania, and President King, of the Eric. Although it was announced that a favorable report had been made respecting an advance of 5 cents per 100 pounds by a committee to the general meeting, it was not positively known in Wall Street at the close of business whether the advance had been actually ordered or not. There was little doubt expressed in railway circles here that the advance would

The next subject to be taken up will be that of west-bound freight rates. It is not yet decided whether an advance in this tariff will be made at once or a little time allowed to ascertain whether the east-bund tariff car be maintained at higher figures Should irregularities break out in Eastern rates, it is certain that west-bound tariffs would be left unchanged as the trunk line presidents are determined to take no hasty action, which would only result in another demoralizing reduction caused by the misbehavior of any one line. When the rates are ordered up they will not be put to any figure which

railway managers do not believe can be maintained with a reasonable prospect of permanency. The attempt of the morning bear organ to cause alarm by sensational advertisement of the Central alarm by sensational advertisement of the Central of Vermont Railroad's recent reduction in west-bound rates has fallen fat. This road is the New England connection of the Grand Trunk of Canada, and on the trifling volume of through traffic it carries West it has always claimed and taken a sarge differential or lower rate. Its reduction has been the natural consequence of its position in view of the New-York Central's heavy reduction, and is looked upon with unconcern by rathway men. The operation of advancing and the methods for maintaining westbound rates will be considered and decided by the trunk lines without reference to the Vernont Central. No fear of demoralization as resulting from any action taken by this round-about line is entertained.

A DECISION BY THE COMMISSION.

Washington, Nov. 30.-The Interstate Commerce commission to-day rendered a decision in the case of the New-Orleans Cotton Exchange against the Cincinnati, New-Orleans and Texas Railway Com-pany and others. The Commission holds that whether railroad companies combine or act separate ly in making rates and charges is not so important the essential requirement is that they shall be so fairly adjusted as to be reasonable in their relations to each other, and in their results. To be reasonable, the Commission says, the rate from Meridian to New-Orleans should not exceed \$1.50 per bale, com-

DECREASING THE CAPITAL OF THE ATCHISON. Chicago, Nev. 30.—In the office of the Secretary of State to-day, in Springfield, certificates were recorded decreasing the capital of the Atchison, Topeka and Santa Fe Railroad Company in Chicago from \$10,000,000 to \$5,000,000; decreasing the capital of the Chicago, Santa Fe and California road from \$30,000,000 to \$15,0000,000. Inquiry here in regard to this elicited the fact that the Atchison, Topeka and Santa Fe read in Chicago is the terminal corporation of the road whose name it bears; that the Chicago, Santa Fe and California road is the line between Kansas City and Chicago over which the Atchison, Topeka and Santa Fe road proper gains entrance in son, Topeka and Santa Fe road proper gains entrance in Chicago; that it having been decided that the two cor-porations mentioned were capitalized for a larger sum than was necessary, it was decided as much as nine months ago to reduce the capital stock one-half in each case; that this was done and that the filing of the certificate of redu requirements of the law of this State.

MISCELLANEOUS RAILWAY INTELLIGENCE. Philadelphia, Nov. 30 (Special).-In reference to the ported formation of a great railroad trust in the Southrest, President Roberts, of the Pennsylvania Railroad. " Some arrangements will have to be made among the lines to bring about a satisfactory condition of affairs, but I do not believe that any alliance can be effective until there shall be legislation enabling a railroad to secure itself against the shortcomings of other roads with which it may have a nominal agreement. That is the

The statement of the Norfolk and Western Railroad Company for October, 1888, shows gress earnings of \$467,776; expenses, \$266,726; net earnings, \$201,050; an increase of \$784 as compared with October, 1887. For the ten months ended October 31, 1888, the net earnings

wre \$1,509,603, an increase of \$159,041 as compared with the corresponding period last year.

Columbia, S. C., Nov. 30 (Special).—The State Supreme Court to-day rendered a decision which affects about \$1,000.000 township bonds issued in this State in aid of the building of railroads. For the last five or six years numerous railroad projects have been started or comnumerous railroad projects have been starried or com-pleted in this State. It is usual, in granting charters to these roads, to include a section in the act giving to townships through which the proposed road is to run corporate powers to issue bonds to aid in the construc-tion of the roads, the taxpayers voting a specified tax to meet the interest and principal of the bonds issued. The suit which was decided to-day was begun in Abbey-ville County. Taxpayers in townships in that county paid the County Treasurer to test the constitutionality of the tax. The Circuit Court decided that the act was unonstitutional, and the case was carried to the Supreme Court, which to-day sustained the decision of the Circ

roads to day met the reduced passenger rates of the Chi-cago, Milwaukee and St. Paul, selling tickets openly at the following figures: To Council Biuffs, \$10; Omaha, \$10.25; Kansas City, \$9.50; St. Paul and Minneapolis, first-class, \$8.50; second class, \$7. This is going a step further than the St. Paul road, which has made no reduction in its first-class rates to the twin cities. cago and Alton has adopted the new rate to Kansas City.

Burlington, Vt., Nov. 30 (Special).-Governor Dillingham has appointed Dr. W. Seward Webb, of Shelburne, Inspector of Rifle Practice, with the rank of Colonel Webb is well fitted for the important position, having had nine years' instruction in a mill tary school. He was a member of Governor Ormsbee's staif, and has shown much interest in the Vermont National Guard since he has lived in this State. Colonel Webb has become prominently identified with the material interests of Vermont, and his appointment will give entire satisfaction to the members of the National Guard, and also to the citizens of the State, with whom he has great personal popularity.

DR. W. SEWARD WEEB MADE A COLONEL.

JUDGE MAYHAM'S SON DYING. Kingston, N. Y., Nov. 36 (Special).-Judge Stephen. Mayham opened the Ulster Circuit Court here on Tuesday and adjourned it over Thanksgiving Day. Today he telegraphed Judge Parker that his son was lying at the point of death in Schoharle, and asked that the Circuit be adjourned until December 24.

Washington, Nov. 30.-A contract has been signed by General Black and Chairman Britton, of the Inaugural Committee, for the use of the Pension Building in which to hold the Inaugural Ball. It will need to be approved by Secretary Vilas. A large number of proposals are being received from various bands all over the country to furnish the music for the ball.

SHOOTING BEARS IN THE CATSKILLS.

Kingston, N. Y., Nov. 30 (Special).-Bears are being shot or captured in the Cataldila, and they seem more numerous than ever in the mountains this year, Every few days tidings of a fresh and exciting chasand encounter come in. Yesterday a young lad named Reedling took his muzzle-loader and started over Peaking into a covey of these birds he startled a bear from a tree, which pounced down upon him. blazed away at the brute, and it ran off. The gave chase, and soon discovered a still larger speci men, the sight of which, he says, made his teeth chat-ter. But he pulled the trigger and the beast fell dead, to his utter astonishment.

EXILES.

three daring or desperate convicts attempt to escape 'with a hurrah'—that is by a bold dash through the are instantly them is usually brought to the ground. The soldiers have a saying that 'a bullet will find a runaway,' and a slug from a Berdan rifle is always the first messenger sent after a fugitive."—George Kennan's article on "Life on the Great Siberian Road," in December CENTURY. "Since the work of John Howard," says th Greenock (Scotland) Telegraph. "there has been nothing to match the revelations that are at present being given to the world by this resolute young American, George Kennan." The DECEMBER CENTURY

is a number of great interest, containing also the last [unfinished] manuscript of Henry Ward Beecher, describing his views of England in the Civil War, which Mr. Beecher was writing for THE CENTURY at the time of his sudden death. The Rev. J. M. Buckley, D. D., supplements it with an account of Mr. Beecher's by the author: "From Sinai to Shechem." by famous speech in Liverpool in 1863. There Edward L. Wilson, illustrated.—of special interest to those who are following the Internafamous speech in Liverpool in 1863. There famous speech in 1863. The famous speech in 1863. There famous speech in 1863. The famou

which THE CENTURY has ever undertaken"; "First Plans for Emancipation," "First Plans for Emancipation," poems by James Waitcomb Riley ("Last Christmas was a Year Ago") and others, a frontispiece by Mary Hallock Foote, etc.

This number is for sale everywhere on and after December I. THE CENTURY is always issued on the first of the month. Price, 35 cents; \$4.00 a year. This is the subscription season. New subscribers who begin with November can have the back numbers of the past year, containing all of the published Siberian papers, for \$2.00 extra; in two bound volumes nearly 2,000 pages. \$3.50 extra, "No one who takes such a magazine as THE CENTURY can help being well informed." Subscribe through dealers or the publishers.

THE CENTURY CO., 33 East 17th Street, New-York.

NEWS FROM THE SUBURBS.

AN INTERESTING SCHOOL REPORT.

School Commissioner Jared Sandford, whose juris diction includes twenty-one school districts in East-chester (Mount Vernon), Mamaroneck, New Rockelle, Pelham, Rye, Scarsdale and Westchester, in his seventh annual report to State Superintendent Draper gives some interesting facts and makes some important recommendations. The number of teachers employed is 132; of the 14,030 children between five and twenty-one years old, there was a school attendance of 6,513, and the total expenses of the year were \$170,303, an increase of \$36,327 over the previous year. This increase was principally due to the fact that several districts had occasion for new and enlarged school buildings. The Lucrease in the number of school children is much greater in Mount Vernon,

New-Rochelle and Rye than in the other districts.

Provision has been made by all the local authorities for instructing pupils in physiology and hygiene in addition to other studies. The uniform examinain addition to other studies. In a university to the various districts and in Mr. Sandford's judgment it will prove productive of excellent results. He finds that the attendance at schools does not keep pace with the increase of population and makes recommendations to compel a

A RECEIVER FOR "THE ARGUS." Vice-Chancellor Van Fleet yesterday morning ap-cinted Counsellor John C. Resson, of Hoboken, reeiver of "The Jersey City Argus," and fixed his bonds at \$50,000. Before the appointment was made the trustees under a recently filed mortgage for \$61,000 took possession of the establishment, but when that fact was brought to the attention of the Vice-Chancellor he said that they would have to vacate and give possession to the receiver, and an order would be issued requiring them to appear before him. Counsel for the trustees said they would vacate without re-

JERSEY CITY.

A petition was sent to the Court of Pardons vesterday asking that the death sentence of Patrick A. Coffey, for the murder of Agnes Smith, be commuted elsonment for life. This indicates that counsel has no intention of applying for a writ of

against the city authorities entering into a contract with a private corporation to supply the city with water. The meeting will be held in the Tabernacio to-night.

William Schupe, the canal boatman who recently stole a boat load of coal, was sentenced yesterday to

eighteen months in State prison. Thomas Brodell, of Bright-st., who is accused of killing his wife, was committed to the county jail yesterday on a formal charge of muster.

Edward Hall and Henry Dillon, who were heavily fined a week ago for swindling farmers in North Hadson by representing themselves as health officers, were unable to pay their fines and yesterday Judge Lippincott sentenced them to the penitentiary for one

NEWARK.

The new cable of the Essex Passenger Railway company in Market-st, and Springfield-ave, was satisfactorily tested yesterday. A car made several trips over the line, running smoothly without any jar. The system will be started next Tuesday.

In the courts yesterday the breach of promise suit of Anna Reul against Adam Wagner was brought to a close by the defendant paying \$1,000, the amount of damages fixed by the court.

VARIOUS NEW-JERSEY TOWNS. HOBOKEN.-Walter M. Conville, age twenty-one.

f No. 22 Newark-st., was arrested by Defective Gallagher yesterday, charged with forgery. Among his victims are Niren Brothers, dealers in flour and feed. and George Finck, of Park-ave., upon each of whom he passed a forged check for \$30.

ELIZABETH.-George Bowen was a prisoner at Police Headquarters yesterday, charged with brutality toward his wife. On Tuesday night Bowen came home drunk, and drawing a knife, chased his wife about the ouse, swearing he would kilt her. Finally he dropped his knife, and catching the woman by the hair, beat and kicked her into insensibility and threw her out into the street, where she was found by the neighbors. Bowen was sent to jail.

PLAINFIELD.-The City Republican Convention has made the following nominations for total officers: For Mayor, Job Maie, the present incumbent; for City Judge, George B. Suydam; assessor, J. A. Hubbard; collector, John Johnson; treasurer, Alexander Titsworth; member of the Board of Education, the Rev. J. L. Herbert. . . . The first Poverty Cotilion was given on Thursday evening by Miss Carolyn Knowland, at the home of Charles J. Kirkland Myers, in West Seventh-st.

STATEN ISLAND.

STAPLETON.—The wrecking steamer Tuckahoe arrived at her pier yesterday, having in tow three barges loaded with hides and coffee, which were a part of the cargo of the lberla, which was sunk off Far Rockaway, L. L. . . At a meeting of the American-Gunnan Citizens' Association of Richmond Courty, held yesterday, resolutions were passed which have been sent to Governor Hill, urging him to direct the halding of a special election for the choice of a Congressman for the 1st Congress District to fill the vacancy caused by the resignation of Perry Belmont, who has been appointed Minister to Spain.

PORT RICHMOND.—The Rev. A. P. Meekes, the

pointed Minister to Spain.

PORT RICHMOND.—The Rev. A. P. Meekes, the blind minister, will assist the Rev. Dr. Cranford at the two weeks' revival services which begin to morrow at the Trinity Methodist Episcopal Church.

LONG ISLAND.

WHITESTONE.—Henry Rose, age eighty-three, a realthy retired baker, has teen derlared incompetent o manage his own affairs by a commission in lunacy ppointed by County Judge Garretson.

appointed by County Judge Garretson.

WOODSIDE. In a miserable sharty, Louis Stumpt, his wife and two children were found vesterday without food. Stumpt is suffering with consumption and was nearly dead for lack of food. He was sent to the hospital, and the woman and children were at once supplied with provisions.

WESTCHESTER COUNTY. SING SING.—The Water Commissioners have entered into a contract with the City of New-York, by which it gives to the village a supply of water not exceeding 2,000,000 gallons per day, at the rate of five cents for 100 cubic feet. The arrangement is to

take effect on the completion of the Quaker Bridge

m. MOUNT VERNON. -John Cowan, recently a clerk MOUNT UERNON.—John Cowan, recently a civit of A. L. Reynolds & Co., who was arrested a few days ago on a charge of stealing a small sum of money from his employers, and was acquitted on his trial before Justice Collins, has begun a suit against his employers for defamation of character, and claiming \$10,000 damages. Petitions are in propagation for creulation favorable to the annexation of the village to New York City.

PELHAMVILLE -A new religious society has been gamized, to be known as the Church of the -

ALONG THE SOUND.

RRIDGEPORT -P. T. Barnum's children and some of his grandchildren joined in a Thanksgiving dinner at Waldemers, it being the last that can be eaten there, as the new house will be occupied on January I. STRAIFORD.—Captain Nelson J. Walely, an old tugman, entertwined at dinner on Thursday his associates, the captains of the Bridgeport tugboats.

NOPWALE Pater Metaliness are twentyone. NOEWALK Peter Metalinness, age twenty-one, was instantly hilled near the Fair Grounds by a Danbury and Norwalk freight train on Thursday night.

TO DISCUSS CITY MISSION WORK.

MINISTERS AND LAYMEN OF DIFFERENT DE-NOMINATIONS WILL TALK ABOUT THE RELIGIOUS CONDITION OF THE METROPOLIS.

At the conference of the representatives of the arious churches of this city, which will hold its opening session at Chickering Hall on Monday evening, the present condition of New-York City in its different phases will form the chief topic of discussion. details as to the agencies and missions of all the denominations, as now established, the condition of the foreign population and the necessity for the full and cordial co-operation in Christian activity of the lafty will all receive earnest consideration. Steps will be taken to secure a careful study of the existing conditions of the city, and for the adoption of a plan by which may be assured a wise and hearty co-operation among all the churches to meet the existing

On Monday evening the Rev. Dr. James M. King will deliver an address on "New-York Above Fourteenth Street," to be followed by one on "Below Another public meeting has been called to protest Fourteenth Street," by the Rev. Dr. Schauffler, and The German Element," by the Rev. Dr. George Wenner. At the other sessions, among the addresses to be made are "Our Duty to the Foreign Population, the Rev. Dr. R. S. MacArthur; "The Urgent Necessity of Lay Co-operation in Christian Work," Everett P. Wheeler; "Presbyterian Church Extension Society," the Rev. Dr. John Hall; "Christianity as the World's Great Uplifting Power." Chauncey M. Depew: "The Necessity of United Christian Action," the Rev. Josiah Strong, and "The Latent Power of the New-York Churches," Bishop Edward G. Andrews. The conference will be in session until Wednesday even-ing, and will be held in response to a call signed by many prominent clergymen and laymen, among whom are the Rev. Dr. Howard Crosby, William E. Dodge, Chauncey M. Depew, David H. Josup, John Jay, the Rev. Dr. Abbott E. Kittredge, the Rev. Alexander Mackay Smith, the Rev. Dr. S. MacArthur, the Rev. Dr. C. H. Parkhurst, the Rev. Dr. W. S. Rainsford, Roswell Smith, John D. Slayback, the Rev. Dr. William M. Taylor, Cornellus Vanderbilt, the Rev. Dr. Samuel H. Virgin, the Rev. Dr. G. R. Van De Water, and Everett P. Wheeler.

## THE WEATHER REPORT.

GOVERNMENT INDICATIONS FOR 24 HOURS. Washington, Nov. 30-10 p. m. For northern New land, light showers; slightly colder,

For southern New-England, Eastern New-York, Eastern generally fair ; stationary or slightly lower temperature. For Eastern Florida, fair, with stationary temperature

Western Fiorida, light rain.

For Alabama, Mississippi, Louisiana, Eastern Texas and
Arkansas, fair, except light rains along the coast; stationary For Tennessee, light local showers, followed by fair weather. colder in the eastern portion, stationary temperature in the

weather and light showers; stationary temperature.
For Kentucky, West Virginia, Ohio and Indiana, light rains

followed by generally fair weather; stationary temperature.

For Illinois, fair; preceded by light local showers in the
southeastern portion; stationary temperature. For Lower Michigan, light local snows, clearing during Saturday; stationary temperature.

For Upper Michigan and Wisconsin; fair; stationary tem

For Minnesota, fair and slightly warmer. For Iowa, fair; stationary temperature in the eastern por-tion, slightly warmer in the western.

For M'ssouri, fair, preceded by local showers in the south-eastern portion, slightly warmer in the northwestern. For Dukota, Nebraska and Kansas, fair; slightly warmer in

the eastern portion, stationary temperature in the western . TRIBUNE LOCAL OBSERVATIONS.

HOURS: Morning. S. 1 - 5 4 5 6 7 8 0 10 10 10 10 10 16 5 6 30.0 

In the diagram a continuous line shows the barometer netrations yes#cdar, as observed at the United States ignal Service Station at this city. The dashes indicate imperature noted at Buthout's pharmacy, 215 Broadway.

TRIBUNE OFFICE, Dec. 1 .- 1 a. m .- Cloudiness and fair weather alternated yesterday. The temperature ranged between  $39^\circ$  and  $47^\circ$ , the average  $(45\%^\circ)$  being  $15\%^\circ$  higher than on the corresponding day last year, and  $2\%^\circ$  higher than In and near this city to-day there will probably be

CLOSING PRICES OF CALIFORNIA STOCKS. San Francisco, Nov. 30, 1888.

Wednesday To-day Wesia

Alta 301 3.09 Navajo
Bulwer 62 60 Ophir
Best & Belcher 7.75 7.37 p Polest
Bodie con 1.55 Savage
Coolal & Va 11.75 11.37 p Cuion Con
Crown Point 6.37 p 5.50 Utah
Gould & Curry 4.70 4.50 Yellow Jacket.
Hale & Nor 6.25 6.12 p Nevada Queen
Mexican 4.13 4.90 North Belie in
Mono. 1.40 1.36 Commonwealte. 7.87% 7.02% 4.15 1.70 5.37 3.50 3.28